

FIRE-FIGHTING MAN

Simply my truck.



BECAUSE, IN AN EMERGENCY, THERE ARE NO SECOND CHANCES.

Efficiency in fire management and disaster response means rescuing people faster, improving the way fires are extinguished, providing more effective protection and ensuring more reliable recovery operations. MAN vehicles are always on hand when things start getting hot. The MAN TGL, MAN TGM and MAN TGS chassis are available ex works with optional special equipment for the fire service and form the dependable basis for both standard and special-purpose vehicles. Ergonomic cabs, low-consumption common-rail engines, the optimised MAN TipMatic® Emergency gearboxes with performance-oriented gearshift logic specifically for emergency services vehicles and innovative technologies such as MAN HydroDrive® combine exceptional reliability with exemplary environmental sustainability. That adds up to MAN efficiency you can rely on.

In addition to the vehicle variants shown in the brochure, we will, of course, continue to offer you all other variants, such as rescue and equipment vehicles, turntable ladders and swap-body trucks. If you have any questions about this, please contact your sales representative.

Find out more:

www.truck.man.eu/tgx-film

www.truck.man.eu/tgs-film

www.truck.man.eu/tgm-tgl-film



MAN TRUCKS

From fire-fighting trucks to turntable ladders – the entire range and flexibility offered by our trucks.

PAGE 06–19



MAN TGE

The star amongst light commercial vehicles is a dynamic all-rounder designed for all types of tasks.

PAGE 20–29



EXCELLENT DRIVER FIT

A new cockpit design ensures maximum driving performance coupled with perfect ergonomics, intuitive operation and a new level of comfort.

PAGE 30–39



CONNECTED



GREAT EFFICIENCY AND ECONOMY

MAN trucks combine innovation with reliability – to achieve maximum transport efficiency.

PAGE 40–45



OPTIMISED UPTIME

Intelligent fleet and maintenance management, financing and mobility services to keep business reliably rolling along.

PAGE 46–49



STRONG PARTNER

Thanks to a variety of digital solutions and close to 1,700 MAN dealerships worldwide, MAN is there for you – any time, any place.

PAGE 50–51

OUR SOLUTION WHEN THE HEAT IS ON.

Medium fire-fighting truck and small fire-fighting tank trucks – compact in size, expansive in action

With an integrated pump and rapid deployment device and/or portable pump, the trucks render valuable service in flexible and effective fire fighting. A little truck amongst the greats: The MAN TGL has the right power and the right ruggedness. And when it comes to size: If required, the MAN crew cab can comfortably accommodate up to 7 people with plenty of storage space for the equipment.

Fire-fighting and rescue vehicles

When you see fire-engine red, it means help is on the way. The crew fire-fighting trucks in the 12- to 18-tonne weight class are vehicles that go through thick and thin. With lots of extinguishing agent on board and a fixed centrifugal fire-fighting pump, the MAN TGL and TGM can also successfully tackle big fires. Rescue unit crew fire-fighting trucks are proven all-rounders with extensive basic fire-fighting equipment, supplemented by loading sets for technical assistance or by equipment to meet the specific needs of the local fire service.

Fire-fighting tank trucks

When the crew hears “Water on!”, they let loose with all they’ve got. Tank fire trucks are equipped as water carriers for fire fighting, as 2 to 4-axle vehicles where required. For special hazards, special extinguishing agents such as foaming agents, powders or carbon dioxide can also be carried.

As versatile as the range of applications are the chassis of the MAN TGS, TGM and TGL series, which range from 140 to 375 kW (190 hp to 510 hp). Should you need more engine power, the MAN TGX from 397 to 471 kW (540 to 640 hp) is the right choice. Of course, we’ve also got the perfect cab to meet your needs, both for team or crew occupation. To make sure they get where they’re intended to go, the MAN chassis are also available in all-wheel drive versions, both permanent and engageable, with single tires – for maximum mobility.

The MAN TipMatic® Emergency offers a particularly performance-oriented switching logic. For maximum traction, you can choose between the drive variants MAN HydroDrive®, engageable or permanent all-wheel drive.

This not only looks good, but also has on-road traction: front axle tyres with a width of 385. And so that you do not get into trouble in difficult situations, MAN chassis are also available with air suspension.

Things can get tight in the field: That’s why we offer steered trailing axles for increased manoeuvrability in the smallest of spaces.



Find out more:

www.truck.man.eu/tgx-360

www.truck.man.eu/tgs-360

www.truck.man.eu/tgm-tgl-360

RESCUE WHERE THE NEED IS HIGHEST.

Turntable ladders and telescopic rescue platforms

If all escape routes are cut off by fire and smoke, the turntable ladder or aerial rescue platform is the way to safety. Extending to a height of up to 112 metres, they reach to where no other help could be expected. The versatile MAN chassis are at hand in a flash when people need to be rescued from great heights or inaccessible buildings.

Whether it's narrow streets, parked cars or lush greenery in the city, the points of use for turntable ladder vehicles are as varied as the requirements for the chassis. With our optimally equipped vehicles ex works, we always take you to your point of use in a safe and reliable manner.



FLEXIBILITY CLINCHES IT.

Swap-body trucks

These are the all-rounders in the vehicle pool of modern fire-fighters. Swap-body trucks offer maximum telescopic rescue platforms suitable for a whole variety of purposes. In no time at all the basic MAN vehicle can take on swap bodies of every kind – a command centre for controlling an operation, a tender for water or foam, equipment for breathing protective devices, a container for collecting oil, decontamination or environmental protection apparatus. These trucks only have one hitch – the one they need to pull on and roll off a container.

Depending on the requirements, we can offer you the right chassis as a MAN TGX or TGS, from 243 kW to 471 kW (330 hp to 640 hp). Things can get tight in the field: That's why we offer steered trailing axles for increased manoeuvrability in the smallest of spaces.

MAN TipMatic® Emergency is the optimum transmission for performance-oriented switching logic. For maximum traction, you can choose between the drive variants MAN HydroDrive®, engageable or permanent all-wheel drive.



THE PERFECT CHOICE FOR THE JOB.

Within the broad scope of emergency trucks, there is really nothing that our vehicles cannot do. Wherever there is a need for reliable services, a MAN is on the scene.

The comprehensive MAN vehicle range, which includes the MAN TGL, TGM, TGS and TGX series, ranges from 7.49 to 44 tonnes. Thanks to our wealth of experience and close cooperation with body manufacturers, we are able to provide you with the ideal vehicle solution for each and every task.

Rescue and fire-fighting trucks

Type	Max. gross weight (kg)*	Wheelbase (mm)
TGM 13.250 - 290 4x4 BL	15,000 ²⁾	3,650/3,950/4,250
TGM 15.250 - 320 4x2 BB, BL	15,000 ^{2), 3)}	3,525/3,825/4,125/4,425
TGM 18.250 - 320 4x2 BB, BL	18,000	3,875/4,125/4,425
TGM 18.250 - 320 4x4 BB	18,000 ⁷⁾	3,600/3,900/4,200/4,500
TGS 18.250 - 320 4x2 BB, BL	18,000	3,900/4,200/4,500
TGS 18.250 - 320 4x4 BB, BL	18,000	3,900/4,500

Small fire-fighting trucks

Type	Max. gross weight (kg)*	Wheelbase (mm)
TGL 8.160 - 250 4x2 BB, BL	8,000 ¹⁾	3,300/3,600

Crew fire-fighting trucks and rescue unit crew fire-fighting trucks

Type	Max. gross weight (kg)*	Wheelbase (mm)
TGL 8.160 - 250 4x2 BB, BL	8,000 ¹⁾	3,300/3,600/3,900
TGL 10.190 - 250 4x2 BB, BL	12,000	3,600/3,900
TGL 12.190 - 250 4x2 BB, BL	12,000	3,600/3,900
TGM 13.250 - 320 4x4 BL	16,000 ²⁾	3,650/3,950/4,250
TGM 15.250 - 320 4x2 BL	15,000 ³⁾	3,525/3,825/4,125/4,425
TGM 15.290 - 320 4x2 LL	15,000 ³⁾	3,525/3,825/4,125/4,425
TGM 18.250 - 320 4x2 BB, BL	18,000	3,875/4,125/4,425
TGM 18.250 - 320 4x4 BB	18,000 ⁷⁾	3,600/3,900/4,200/4,500
TGS 18.330 - 510 4x2 BB, BL	22,000	3,900/4,200/4,500
TGS 18.330 - 510 4x4 BB, BL	22,000	3,900/4,500

Turntable ladders

Type	Max. gross weight (kg)*	Wheelbase (mm)
TGM 15.250 - 320 4x2 BB, BL	15,000 ^{3), 4)}	4,125/4,425 ⁵⁾
TGM 15.290 - 320 4x2 LL	15,000 ³⁾	4,125/4,425 ⁵⁾

Rescue trucks

Type	Max. gross weight (kg)*	Wheelbase (mm)
TGM 13.250 - 320 4x4 BL	16,000 ²⁾	3,650/3,950/4,250
TGM 18.250 - 320 4x4 BB	18,000 ⁷⁾	3,600/3,900/4,200/4,500

Fire-fighting equipment trucks

Type	Max. gross weight (kg)*	Wheelbase (mm)
TGL 8.160 - 250 4x2 BB, BL	8,000 ¹⁾	3,300/3,600/3,900
TGL 10.190 - 250 4x2 BB, BL	12,000	3,600/3,900/4,200/4,500
TGL 12.190 - 250 4x2 BB, BL	12,000	3,600/3,900/4,200/4,500
TGM 13.250 - 320 4x4 BL	16,000 ²⁾	3,650/3,950/4,250
TGM 15.250 - 320 4x2 BB, BL	15,000 ³⁾	3,650/3,825/4,125/4,425
TGM 15.290 - 320 4x2 LL	15,000 ³⁾	3,650/3,825/4,125/4,425
TGM 18.250 - 320 4x2 BB, BL	18,000	3,875/4,125/4,425
TGM 18.250 - 320 4x4 BB	18,000 ⁷⁾	3,600/3,900/4,200/4,500
TGS 18.330 - 510 4x2 BB, BL	22,000	3,600/3,900/4,200/4,500

Telescopic rescue platform

Type	Max. gross weight (kg)*	Wheelbase (mm)
TGM 15.250 - 320 4x2 BB, BL	15,000 ⁴⁾	4,425/4,725/5,125 ⁵⁾
TGM 18.250 - 320 4x2 BB, BL	18,000	4,425/4,725
TGS 18.330 - 510 4x2 BB, BL	22,000	4,500/4,800/5,100
TGS 26.330 - 510 6x2-2 BL	28,000	4,200/4,500/4,800 + 1,350
TGS 26.330 - 510 6x2-4 BL ⁶⁾	28,000	4,200/4,500 + 1,350
TGS 26.330 - 510 6x4 BB, BL	33,000	4,500/5,100 + 1,400
TGS 35.330 - 510 8x4-4 BL	37,000	3,900/4,200 + 1,350 + 1,450

- 1 Also available in load variants 5,990 – 8,800 kg
- 2 Also available in load variants 10,000 – 16,000 kg
- 3 Also available as load variant 11.99 t
- 4 Available as turntable ladder or telescopic rescue platform 16 t
- 5 Only available with leaf/air suspension

Swap body trucks

Type	Max. gross weight (kg)*	Wheelbase (mm)
TGL 8.160 - 250 4x2 BB	8,000 ¹⁾	3,300/3,600/3,900
TGM 18.250 - 320 4x2 BB, BL	18,000	4,425/4,725
TGM 18.250 - 320 4x4 BB	18,000 ⁷⁾	4,500
TGS 18.330 - 510 4x2 BB, BL	22,000	4,500/4,800
TGS 26.330 - 510 6x2-2 BL	28,000	4,200/4,500 + 1,350
TGS 26.330 - 510 6x2-4 BL ⁶⁾	28,000	4,200/4,500 + 1,350
TGS 26.330 - 510 6x4 BB, BL	33,000	4,200/4,500 + 1,400
TGS 35.330 - 510 8x6 BB	44,000	2,980/3,200 + 1,400
TGS 41.330 - 510 8x6 BB	44,000	2,980/3,200 + 1,400

Airport fire fighting trucks

Type	Max. gross weight (kg)*	Wheelbase (mm)
TGM 18.290 - 320 4x4 BB	18,000 ⁷⁾	3,900/4,200/4,500 + 1,400
TGS 22.330 - 510 4x4 BB, BL	22,000	3,600/3,900/4,200/4,500
TGS 26.330 - 510 6x4 BB, BL	33,000	3,600/3,900/4,200/4,500 + 1,400
TGS 26.330 - 510 6x6 BB	33,000	3,600/3,900/4,200/4,500 + 1,400
TGS 33.330 - 510 6x4 BB, BL	33,000	3,600/3,900/4,200/4,500 + 1,400
TGS 33.330 - 510 6x6 BB	33,000	3,600/3,900/4,200/4,500 + 1,400

- 6 With steered trailing axle 9 t
- 7 Can be loaded up to 18,600 kg for fire-fighting use
- 8 In special cases wheelbase up to 5,125 mm
- * Technically permissible total mass



ROOM FOR MORE.

The MAN crew cab

In all deployments that require space for a whole crew, it is in a size class of its own: the crew cabs for the MAN TGL and TGM ranges can be delivered ex works and open up top-class spatial dimensions for you. With a comfortable row of four seats in the rear plus the optional second co-driver's seat, it can hold up to seven people (1+6). The entry to the crew compartment is well thought out, with wide, non-slip and – optionally – illuminated steps. The interior satisfies just about every wish. The well-organized, driver-oriented cockpit features clear, legible, non-dazzle displays and easily operated instruments. In its ergonomics, comfort and convenience the crew cab matches the high standards of the attractive CC and TN cabs.

Cab roof lowerings

To comply with the legal vehicle height, MAN Individual offers lowered roofs, for example for aerial rescue vehicles or emergency services vehicles with special heights. The lowering for the CC cab is 140 mm and for the TN and NN cabs 230 mm.

Cab extensions.

The 265-mm extension of the CC cab by MAN Individual is a real space winner. It creates additional space for personal protective equipment and tools.

Seating extension.

On request, the capacity of the NN cab can be increased to three seats (1+2) by installing a central seat. The capacity of the TM or TN cab can also be increased to three seats (1+2) by installing a central seat or to six seats (1+5) by installing a 4-seater bench.

Protection of occupants in cab.

The new regulation ECE-R 29-3 has been in force since 2020. In order to meet safety requirements in the event of a frontal or side impact and to optimise the structure further still, aspects such as the body-in-white structure of the cabs have been reinforced with high-strength materials and the stability of the roof has also been improved. In terms of safety, particular attention was also afforded to the A-pillars.

The outcome of all these measures is a further increase in occupant safety in the event of a frontal collision. And all that without any significant increase in weight. What's more, the system carrier in the vehicle front simplifies the repair process in the event of an accident.

AND HERE ARE YOUR ASSISTANTS.

Electronic stability program (ESP)

ESP protects you from unpleasant surprises. ESP sensors constantly monitor the driving dynamics. If there is a risk of imminent skidding or tipping over, the individual wheels are braked accordingly and, where necessary, the engine torque is reduced. In this way ESP stabilises the vehicle and keeps it safely in the lane. MAN offers the electronic stability program for vehicles with leading or trailing axles and even for four-axle vehicles or articulated road trains. ESP offers a particular advantage when the all-wheel drive is engaged. Thus you have all the benefits of ESP when driving on the road – a special gain for fire brigades during an alarm situation.

MAN BrakeMatic® brake system with ABS and ASR

The most important distance is the braking distance. To prevent any nasty surprises, the electronic brake system (EBS), including ABS and ASR, ensures reduced braking distances.

Continuous braking

EVBec®: As a further development of the MAN EVB engine brake (Exhaust Valve Brake), the EVBec® has many advantages, e.g. an improved braking effect by controlling the exhaust gas back pressure, significantly increased brake output especially in the lower engine speed range, overheating protection during long braking operations and constant brake output whether the engine speed is rising or falling. Three brake output stages are available.

The retarder is a hydrodynamic continuous brake integrated into the gearbox housing. Its brake output depends on the driving speed, with the best performance achieved in the medium to high speed range. The brake output level does not depend on gearshifts or clutch operation. This increases driving safety during long descents by relieving the load on the service brake system.

Brake assistant

The brake assistant registers speed and pressure when the brake pedal is operated and optimises the applied brake pressure through to full brake force. It recognises an emergency stop when it is initiated and immediately develops the largest possible brake pressure.

Emergency Brake Assist (EBA)

As even a brief moment of distraction can lead to an accident, MAN has developed the anticipatory Emergency Brake Assist (EBA). It gives drivers an advance warning of impending collisions, providing them with valuable time to react. The system automatically initiates braking in an emergency. The optimised Emergency Brake Assist (EBA) features a more advanced traffic monitoring system by using two independent sensor systems (radar and video) to detect a potential collision more quickly and to issue a warning signal earlier.

MAN EasyStart

With MAN EasyStart on the MAN TipMatic®, difficulties with hill starts become a thing of the past. The moving-off aid for slopes makes things easy for the driver. When the brake pedal is released, the brake pressure is maintained for one second so that the driver can change to the accelerator and the vehicle can move off without jolting, with low wear and without rolling back.

Hill-climbing brake

The hill-climbing brake for MAN all-wheel-drive vehicles acts pneumatically on all wheels, holding the truck reliably when stopping and moving off and is controlled by the driver by means of a switch on hills. As opposed to systems that use spring reservoirs to brake only the rear axle, a MAN all-wheel-drive truck equipped with the hill-climbing brake can't slip.

Off-road logic for ABS

The terrain logic for ABS (ABS for off-road operation) partially prevents undesired ABS control behaviour at low speeds (15 km/h to 40 km/h) on loose or slippery ground (e. g. gravel, sand, snow). The loose ground is pushed together as a chock in front of the wheel and thus reduces - in comparison to the ABS function for on-road operation - the braking distance.

10-tonne front axle

Depending on country-specific requirements, particularly powerful body concepts that require a bearing load of 10 tonnes on the front axle can be implemented.

MAN ComfortSteering

MAN ComfortSteering helps the driver to steer and forms the basis of other assistance systems such as Lane Return Assist (LRA). Because the steering forces are adapted to the road speed, the strain is taken off the driver and there is ease of movement when manoeuvring and ability to stay in a lane at high speed. Irrespective of the axle configuration, a small steering wheel is fitted (\varnothing 460 mm) and a more direct steering gear ratio is adopted.



Active roll stabilisation CDC and high-load roll stabilisation

With active roll stabilisation, dampers are automatically regulated by the CDC (Continuous Damping Control). This prevents the development of rolling or pitching movements, and thus makes driving safer. For vehicles with high centres of gravity, high-load roll stabilisation with an additional X control arm is ideal. This ensures that sideways tilting is effectively reduced.

Emergency Stopping Signal (ESS)

Instead of the brake lights simply coming on, the Emergency Stopping Signal (ESS) warns traffic behind of emergency braking using the hazard lights. These flash faster to alert traffic behind to the emergency. Once the vehicle is stationary, the hazard lights are automatically activated to prevent rear-end collisions. The ESS therefore helps to enhance road safety.

Automatic low-beam headlights and automatic wiper system with sensors

The automatic low-beam headlights with light sensors activate and deactivate the front, side and rear lights as needed. Dawn and dusk, tunnels and bridges are also detected and the lighting is regulated accordingly. The automatic wipers with rain sensor are activated as soon as visibility is affected by water or dirt. The optimum wiper speed is then set automatically depending on the situation. The control system can detect all kinds of visibility conditions such as rain, splashes, streaks or dirt.

LED front headlights

The strikingly formed LED front headlights provide all the light functions (high- and low-beam headlights, daytime driving lights, clearance lamps and turn indicators) entirely by means of ground-breaking LED technology. A chrome-coloured MAN logo is integrated into the reflector area. Both the low- and high-beam headlights of the LED front headlight are approximately 50% brighter than H7 headlights. The LED lights have a wider distribution (light cone) and simultaneously a clearly increased operating range. The range of LED low- and high-beam headlights is a good 25 % greater than for light produced by H7 headlights.

LED rear lights

With tail lights in an LED design, burnt-out lightbulbs and the associated compromised safety and maintenance costs can be avoided. LED lights have a longer service life with lower energy consumption than conventional lightbulbs.

Turning camera

Critical situations when turning or manoeuvring should be recognised early on the difficult-to-view right side of the vehicle. A camera on MAN trucks extends the visible area to the blind spot. The monitor is in the field of vision when looking to the right in the mirror and helps the driver to better view the area next to the vehicle. It recognises whether, for example, cyclists or smaller vehicles are located directly next to the driver's cab and, when manoeuvring, obstacles stand out better. The system is activated automatically whenever the right-hand indicator is switched on. This equipment can be ordered ex works.





THE VERY BEST MOBILE FIRE PROTECTION.

Reliable support in the event of fire and emergency response – the MAN TGE!

Fire brigade fleets must always be able to react flexibly in the heat of the moment. As a panel van or chassis with body, the MAN TGE with its variable options for bodies and expansion is ready for the most widely differing variants of emergency services vehicle, from individual bodies for extinguishing and rescue purposes to crew transporters with space for up to nine people.

Innovative vehicle technology such as the standard EBA advanced emergency braking system and the optional eight-speed automatic gearbox help you when driving in emergency situations and get you directly and quickly to the site of your next operation.

For use of auxiliary devices for smaller rescue and clean-up operations, we can integrate a PTO (output up to 40 kW) on request.







FULL COMMITMENT IN RESCUE SERVICES.

**People rely on you 24/7 – and you can rely on the new
MAN TGE.**

Permanently ready for operation. Whatever the weather, at all times of day, no matter what season of the year. That's what distinguishes reliability – both yours and that of the MAN TGE.

Even under the worst weather conditions, the optional all-wheel drive will always keep you moving ahead safely. You are also supported by the optional eight-speed automatic gearbox and numerous innovative driver assistance systems.

With the new “ergoComfort” air-suspended seat you are ideally seated, even in long shifts, and can relax and concentrate on your work.



SAFETY RAISES PERFORMANCE.

You need a team you can rely on. That's why the new MAN TGE doesn't come on its own, but comes equipped with numerous innovative safety systems that help you concentrate even more effectively on your work. At the same time, they help avoid damage to the vehicle and therefore costs for you.

Park steering assist¹⁾

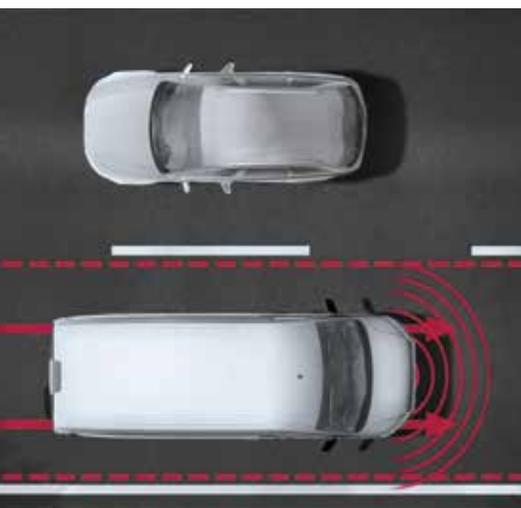
When activated, park steering assist takes over the steering of the vehicle during parking, slipping the MAN TGE smoothly and accurately into the narrowest of spots. The driver continues to operate the accelerator and the brakes manually, remaining in full control of the vehicle. The system makes parking easier than ever in the MAN TGE and prevents damage from parking mistakes.

Emergency brake assist (EBA) as series-standard

If the MAN TGE is approaching an obstacle and the driver doesn't react, the series-standard emergency braking system warns the driver and then activates the brakes in the event of an emergency. In combination with the automatic transmission, the system automatically brings the vehicle to a complete stop to prevent a collision.

Park out assist¹⁾

A part of lane change assist, park out assist helps the driver to back out of a parking place and brakes the MAN TGE automatically if there is a risk of collision with traffic coming from either side.



¹ Optional equipment at extra cost.

Active lane assist¹⁾

If the vehicle unintentionally strays from the lane, active lane assist automatically compensates and steers the vehicle back into the lane. The system automatically activates at speeds over 65 km/h and functions reliably even in poor weather conditions or with low visibility.

Lateral protection assist¹⁾

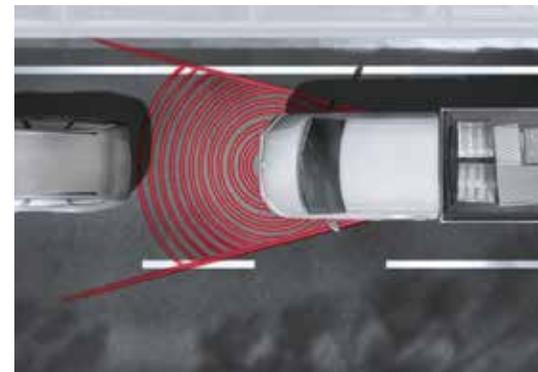
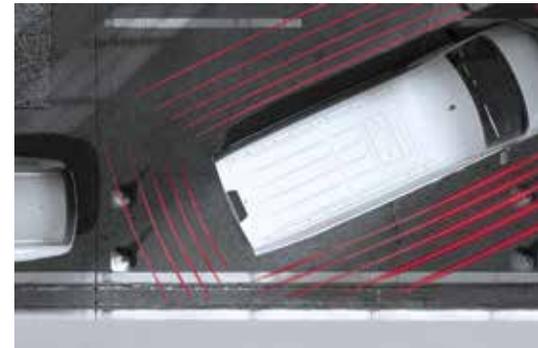
Sixteen ultrasonic sensors monitor the distance of objects on either side of the vehicle and in an emergency warn the driver of objects close to the MAN TGE. A convenient display provides a 360° view all around the vehicle from the driver's seat, indicating potential collision risks when changing lanes. An acoustic signal also warns the driver of collision risks.

Trailer assist¹⁾

Activated as needed: when reversing with a trailer, the MAN TGE automatically follows a previously set turning angle. The driver only operates the accelerator and the brakes, while the vehicle steers automatically.

Adaptive cruise control (ACC)¹⁾

Convenient and practical adaptive cruise control with a speed limiter that in combination with an automatic transmission can brake the vehicle down to a full stop.



DRIVE TYPES AND ENGINES.

Specially developed for the tough demands of utility vehicle use, these engines combine a long service life with impressive power and low fuel consumption. No matter what transmission or drive type you choose, they deliver outstanding performance, efficiency and reliability under extreme driving conditions.

2.0 l (75 kW, 300 Nm)¹⁾:

Front-wheel drive

Average consumption: from 7.4 l/100 km

CO₂ emissions: from 193 g/km

2.0 l (90 kW, 300 Nm)²⁾:

Rear-wheel drive with twin-tyre configuration

2.0 l (103 kW, 340 Nm)³⁾:

Front-, rear- or all-wheel drive 4x4

Average consumption: from 7.4 l/100 km

CO₂ emissions: from 193 g/km

2.0 l (130 kW, 410 Nm):

Front-, rear- or all-wheel drive 4x4

Average consumption: from 7.5 l/100 km

CO₂ emissions: from 196 g/km

¹ For models with standard wheelbase and high roof.

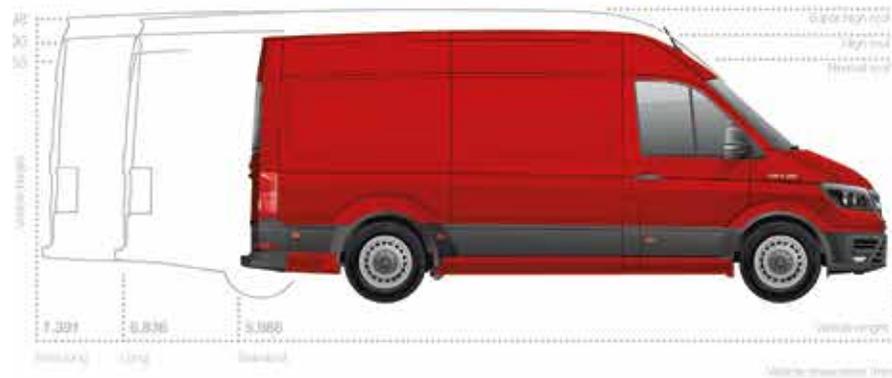
² Data not available at the time of printing.

³ Not available in conjunction with dual tyres.



VEHICLE MODELS.¹⁾

The MAN TGE panel van



The MAN TGE combi van²



The MAN TGE crew cab



The MAN TGE chassis cab



Models with super-high roof will be available at a later date.

¹ The dimensions shown refer to vehicles with front-wheel drive and factory-original chassis with platform body.

² Available at a later date.

VEHICLE LINE-UP.

MAN TGE Panel van	Standard	Long	Extra-long
	Length:	Length:	Length:
	■ Total: 5,986 mm	■ Total: 6,836 mm	■ Total: 7,391 mm
	■ Loading compartment: 3,450 mm ¹	■ Loading compartment: 4,300 mm ²	■ Loading compartment: 4,855 mm ³
	Wheelbase: 3,640 mm	Wheelbase: 4,490 mm	Wheelbase: 4,490 mm
Normal roof			
Height: 2,355 mm			
Interior height: 1,726 mm			
			
High roof			
Height: 2,590 mm			
Interior height: 1,961 mm			
			
Super-high roof			
Height: 2,798 mm			
Interior height: 2,189 mm			
			

Dimensions refer to models with front-wheel drive, except for vehicles with extra-long chassis.

¹ Length measured at the vehicle floor incl. subfloor storage compartment extending past the divider wall.

Loading length in the upper area of the loading compartment: 3,201 mm.

² Length measured at the vehicle floor incl. subfloor storage compartment extending past the divider wall.

Loading length in the upper area of the loading compartment: 4,051 mm.

³ Length measured at the vehicle floor incl. subfloor storage compartment extending past the divider wall.

Loading length in the upper area of the loading compartment: 4,606 mm.

⁴ Data not available at the time of printing.

MAN TGE Chassis

	Standard	Long	Extra-long
	Length: 5,996 mm Wheelbase: 3,640 mm Max. body length: ■ Chassis cab: 3,750 mm ■ Crew cab: 2,700 mm	Length: 6,846 mm Wheelbase: 4,490 mm Max. body length: ■ Chassis cab: 5,570 mm ■ Crew cab: 4,300 mm	Length: 7,211 mm Wheelbase: 4,490 mm Max. body length: ■ Chassis cab ⁴
Chassis cab Height: 2,305-2,327 mm			
Crew cab Height: 2,321-2,352 mm			

MAN TGE Chassis with platform body

	Standard	Long	Extra-long
	Length: 6,204 mm Wheelbase: 3,640 mm Platform length: ■ Chassis cab: 3,500 mm ■ Crew cab: 2,700 mm	Length: 7,004 mm Wheelbase: 4,490 mm Platform length: ■ Chassis cab: 4,300 mm ■ Crew cab: 3,500 mm	Length: 7,404 mm Wheelbase: 4,490 mm Platform length: ■ Chassis cab: 4,700 mm
Chassis cab Height: 2,305-2,327 mm			
Crew cab Height: 2,321-2,352 mm			



ERGONOMICS START WITH THE VERY FIRST STEP.

The ergonomic entry design of the new MAN Truck Generation ensures a pleasant start to the day. As the entrance is positioned in the middle of the door area, the driver can get into the vehicle in an upright position. The access ladder is designed as a stair so you have all steps in view. On entering the vehicle, the new design ensures extra comfort, and it offers better safety, too. Thanks to entry lighting, the steps and surroundings are visible at any time of day and in any weather conditions as soon as you open the door. For all this, we didn't forget the little things either: an entrance optimised especially for off-road work and that features steps with a non-slip surface and a lattice structure, washable interior door panelling and a compressed air supply. This way sand, mud and gravel can quickly be shown back out the door. In addition to ensuring your truck makes a positive impression visually, breaks feel all that much better, too.

That said, we developed the MAN EasyControl system specifically to help you avoid getting in and out when you don't have to. Within the driver-side door there are four controls that can be easily accessed from outside the vehicle. Depending on your configuration, they come preprogrammed with the key functions or can even be implemented according to individual needs.

Once in the cab, you have a variety of driver's seats to choose from, each ready to welcome your particular build. There is a larger range of backrest adjustment options for drivers of all sizes. The passenger seat as well features highly ergonomic design and its own range of individual adjustment possibilities. The Vario seat is especially space-saving: when it's not needed, thanks to its Cinema function, it can simply be folded away.

Even the steering wheel has been given greater flexibility: for the resting position, the steering wheel can be tilted forward to a horizontal position by the driver, and in action as well, it can be given as steep an angle as that of an average passenger car. The result is a workplace that bends over not only backwards, but forwards and sideways as well, to suit. So the driver doesn't have to.



The lowest step, which is prone to damage when driving off-road, is now movable. Its mounting brackets are made from flexible plastic, meaning that they can change shape if they come into contact with the ground and return to their original shape again afterwards.

**Redesigned air vents:
optimal positioning to
achieve ideal
air distribution
and ensure a clear view
is achieved again quickly
if the windscreen is
fogged up or icy.**

**Midsection and armrest
of inside door panel:
depending on configuration
made of fabric or
washable plastic**

**MAN EasyControl: four
control buttons reachable
from outside the vehicle
for maximum comfort**





TOP-CLASS DRIVER'S CAB

The driver's cab is the heart of the new generation of MAN trucks. We've reimagined the cab from floor to ceiling, because comfort in the cab means easier workflows and faster completion of your transport jobs. Ideal conditions for higher driver motivation, and that translates into an investment that pays you daily returns. The completely new gear shift controls situated directly on the steering column stalk are a prime example. This redesign creates a lot of extra space.

One feature is even an absolute first: the trailblazing MAN SmartSelect system, which was developed together with our customers, makes using the multimedia system child's play even in demanding driving situations.

Here, too, comfort was our inspiration for eliminating the touchscreen. With MAN SmartSelect, functions such as maps, music, cameras and more can be selected via a user-friendly dial with hand rest. There's so much more to discover in our new driver's cabs. To ensure optimum relaxation between journeys, the rest area is now equipped with an independent air conditioning system for temperature regulation. So get in, get comfortable and enjoy all the new possibilities.



Innovative MAN SmartSelect multimedia controls

The new generation of MAN trucks offers exactly the support you and your drivers are looking for: the traffic jam assist, turn support, lane change support (LCS), ACC Stop&Go, lane departure warning (LDW), lane centring and many other safety and assistance systems can prevent or lessen the consequences of accidents, which can in some cases entail expensive repairs and major losses of time. Read more on the page SAFETY AND ASSISTANCE SYSTEMS.

**Fully digital combi-dashboard
with 12.3-inch colour display**

**Driver-centric,
ergonomic cockpit**

**Media system
with 12.3-inch
colour display**

**Multifunctional
steering wheel with
integrated airbag**

**MAN SmartSelect – the
infotainment control
optimised for trucks**

Discover more:

1. Scan the QR-Code or enter this URL in your mobile browser: www.truck.man.eu/mantg-ar
2. Follow the weblink and enable access to your camera
3. Hold your smartphone over this image
4. Discover the MAN TGX together with Ben!



Centred in the driver's view is the fully digital combi-dashboard that shows driving data, data from assistance systems, warnings, alerts and more. It is flanked by a secondary display for navigation via the infotainment module.

Displays placed at ideal reading height and distance

Controls within perfect reach



EVERYTHING IN ORDER

The traffic situation is becoming ever more demanding and complex. And when off-road, you're always facing new challenges that call for a driver's full concentration. It was all the more important to us then to make the cockpit as driver-friendly and organised as possible. Displays and controls are now separated from one another spatially. Reading distances and reachability are thus ergonomically optimised: data is set at a farther distance, making it easier to grasp, functions are colour-coded, and buttons and switches are within easy reach. The focus is clearly set on the most important areas. The driver's view can easily go between the road and the instruments, without fear of distraction. Just another MAN contribution to making drivers' lives less complicated and less tiring.

The controls for the MAN media system and MAN SmartSelect are simple to use. All of the displays and controls throughout the vehicle follow a single concept. Symbols, colours, usage, alert and warning sounds as well as design are consistent throughout the cockpit. The quick-selection keys are individually programmable and accelerate workflows. Not to mention notices can be played in any of 30 different languages. For voice command operation, a choice of six languages is offered. All of it intuitive to use. After all, the controls – and especially the cutting-edge digital components – were developed by drivers for drivers. This way the driver can see to the truly important things: the cargo and the transport, whatever the terrain.

DNR selection for MAN TipMatic® on stalk switch

Operation of the gearbox using the right control stalk is a completely new development. Both driving mode and driving program are selected by means of the stalk switch. Controls located in easy reach near the steering wheel and electric parking brake make for certainty in operation.

**Theory times experience:
the controls for the new MAN TGS are the
result of combining the latest scientific
analyses with insights from intensive
on-road tests with drivers.**

Freely programmable direct access
buttons fitted with touch sensors



DRIVING WITH ALL YOUR SENSES

The new generation of MAN trucks offers an inviting work atmosphere, for emergency applications in a total of five different sizes.

You'll find the greatest possible space usage in all the variants, with safety being given plenty of room. Thanks to reinforcements made of high-strength materials, the driver's cab withstands even more than law requires – without taking on extra weight. The larger view area – which has been created by slightly lowering the entire cockpit frame – clears the way for greater direct visibility in all directions. That goes for the new mirror arrangement, too. The heatable windscreen available as

an optional extra ensures a clear view of the road regardless of the weather conditions.

Once you've settled in, the newly designed living area is sure to catch your eye and you sense right away how it makes relaxation in breaks and rest times easy to find. Thanks to the redesigned stowage system, the driver and co-driver have even more storage spaces available. With their practical removable rubber mats, they minimise noise levels when you're on the road. On top of all this, all of the cabs feature a whole range of thoughtful details to discover, making your decision easier than ever.

FIVE TIMES EXCEPTIONAL



CAB TM:
THE COMFY ONE
(narrow, long,
medium height)



CAB TN:
THE FLEXIBLE ONE
(narrow, long,
standard height)



CAB NN:
THE PRACTICAL ONE
(narrow, medium length,
standard height)



CAB CC:
THE COMPACT ONE
(narrow, short,
standard height)



CAB DN:
THE CREW CAB

B x L (mm)	2,240 x 2,280	2,240 x 2,280	2,240 x 1,880	2,240 x 1,620	2,240 x 2,790
SLEEPING FACILITIES	2	1	-	-	-
AVAILABLE FOR	TGL, TGM, TGS	TGL, TGM, TGS	TGS	TGL, TGM	TGL, TGM
SEGMENT	Heavy-load special uses in national long-haul transport	Local and distribution transport, off-road transport	Local and distribution transport, off-road transport, municipal services	Local and distribution transport, off-road transport	Construction transport, municipal
BENEFITS AT A GLANCE	<ul style="list-style-type: none"> ■ 2 sleeping spaces ■ Capacious exterior storage compartment ■ Expanded standing space in through access 	<ul style="list-style-type: none"> ■ 1 sleeping space ■ Capacious exterior storage compartment ■ Expanded standing space in through access 	<ul style="list-style-type: none"> ■ Space behind seats for work clothes, etc. 	<ul style="list-style-type: none"> ■ Comfortable height ■ 3rd seat possible ■ New additional storage spaces in midsection 	<ul style="list-style-type: none"> ■ 6 (optionally 7) seats ■ Comfortable height

HIGH PERFORMERS

If you want to get to the top, you need drive and efficiently deployed strength. For the new MAN Truck Generation, MAN has a full four on offer: the MAN D38, the MAN D26, the D08 and the new MAN D15. Each one is a high performer and brings efficiency and trusted MAN reliability to make your new truck a strong and cost-transparent member of your business for a long time to come.

In particular, thanks to SCR and optimised thermal management, all the MAN engines are ideally prepared for the stricter emissions limits of Euro 6. Strong on performance and light on emissions? The performance update for the MAN D26 focused primarily on a re-oriented combustion concept as well as reducing engine powerloss. Here, enhancing motor efficiency was the top priority. With the new truck generation, MAN proves you can in fact have it both ways.

However, at the end of the day, what really counts is how much cargo can be transported from A to B. With the new MAN D15, that can be considerably more than you might think. This MAN engine is weight-optimised and lighter than its predecessor, the MAN D20, which means you can afford to add a little extra on top.

Engines without torque reduction

Emergency services vehicles for police and armed forces, technical and medical rescue services as well as fire services can be registered with engines that are not subject to torque reduction. These are characterised by the following special features:

- Regeneration of the diesel particulate filter is not automatically activated when the vehicle is stationary or when a PTO is engaged.
- Automatic regeneration can be deactivated at any time.
- When the AdBlue® fluid tank is empty or when the diesel particulate filter has to be regenerated, there are no torque reductions or fluctuations in engine speed.

Engines without torque reduction offer therefore full operational readiness even in the event of emissions-relevant faults.



Thanks to the cutting-edge technology of the new MAN TG vehicles, you can breathe freely as all the MAN engines are ideally prepared for Euro 6.

THE PATH IS CLEAN AND CLEAR: EURO 6

The Euro 6 emissions standard has significantly lowered the limit for harmful emissions. Starting with Euro 6d, the conditions required by law for using portable emissions measurement (PEMS) on utility vehicles will also change. Our answer to these new requirements was to rework the MAN D38, D26 and D08 engines and to introduce the all-new MAN D15. With the new vehicles from MAN, you'll be far ahead of the pack in terms of environmental and health protection as well.

MAKING LIGHT WORK OF PROGRESS

Efficiency is always what comes first when it comes to MAN engines. You can count on it. Finally, there was only one component left for us to improve: the driver. And we took that on, too: first via efficiency data displays and assistance systems like the GPS-based speed control system MAN EfficientCruise®, which analyses the route and automatically adjusts speed to the most cost-effective driving style. Then we added tailored driver training using the data from your specific MAN truck, continuously digitally recorded and ready for evaluation. Together it's the ideal basis for the perfect interplay of human and MAN.

Euro 6 engines

	Type	Capacity	Rated output	Max. torque
D0834	R4	4.6 l	118 kW (160 hp)	600 Nm
	R4	4.6 l	140 kW (190 hp)	750 Nm
	R4	4.6 l	162 kW (220 hp)	850 Nm
D0836	R6	6.9 l	184 kW (250 hp)	1,050 Nm
	R6	6.9 l	213 kW (290 hp)	1,150 Nm
	R6	6.9 l	235 kW (320 hp)	1,250 Nm
D1556	R6	9.0 l	243 kW (330 hp)	1,600 Nm
	R6	9.0 l	265 kW (360 hp)	1,700 Nm
	R6	9.0 l	294 kW (400 hp)	1,800 Nm
D2676	R6	12.4 l	316 kW (430 hp)	2,200 Nm
	R6	12.4 l	346 kW (470 hp)	2,400 Nm
	R6	12.4 l	375 kW (510 hp)	2,600 Nm
D3876	R6	15.2 l	397 kW (540 hp)	2,700 Nm
	R6	15.2 l	427 kW (580 hp)	2,900 Nm
	R6	15.2 l	471 kW (640 hp)	3,000 Nm

New in the MAN D26 and D38:

- improved common rail injection system
- optimised thermal management

The new MAN D15:

- with SCR and without EGR system
- lower weight
- more load capacity



DRIVEN BY POWER.

MAN HydroDrive® – more traction at the touch of a button

You never know what to expect on the job, so it's best to be prepared for anything – like slippery terrain, mud and gravel. MAN was the first manufacturer of utility vehicles to launch the engageable hydrostatic front-wheel drive HydroDrive onto the market and has extensive experience with this system. The MAN HydroDrive® easily copes with any situation where traction is crucial – even scenarios where a truck with rear-wheel drive only would have to give up and go home. The system is available with the semi-automatic MAN TipMatic® transmission or with a manual transmission, so the choice is always yours. MAN also makes downhill gradients safer by transferring the engine braking torque to the front axle (known as “support”). What is more, the combination of MAN HydroDrive® with a PriTarder extends the life of the service brake. This enhances safety and improves directional stability on unpaved surfaces, even when travelling downhill – the perfect solution for your driving jobs. You only need to press a button to access considerably better traction. This allows your MAN to tackle a much wider range of jobs. In addition to using less fuel than a conventional all-wheel drive, it reduces the weight by as much as 400 kg. Even if you do almost all of your driving on the road, the additional traction boosts mobility and safety, especially for unladen trips on slippery surfaces.

All-wheel drive for everyone

Wherever maximum traction is needed, that's where MAN vehicles with permanent or selectable all-wheel drive go into action. They're available as 4x4, 6x6, 8x6 and 8x8 versions. The power is distributed by two-speed MAN transfer cases with on-road and off-road ratios. Planetary axles with greater ground clearance, differential locks, drum brakes and stabilisers are also fitted in the all-wheel drive vehicles. A new feature on the MAN TGM is the optional electronic transfer case and lock management. This helps the driver to operate the vehicle on- and off-road as the conditions in terms of traction require and takes some of the load off the power train. In the MAN TGX and MAN TGS too the engaging and disengaging of differential locks is electronically monitored.

Automatic gearbox with converter-clutch unit

For special vehicles in the MAN TGL, TGM and TGS ranges, an automatic gearbox with converter-clutch unit is available in combination with a retarder.

Powerful PTOs

MAN vehicles can be equipped with tailored solutions for applications that require powerful PTOs. MAN offers different variants for fire service applications such as airport or industrial applications.

The non-clutch-dependent, engine-dependent PTO (PTO pre-installed on the engine) is well-suited to high performance requirements in municipal applications. This PTO is specifically designed for manually operated gearboxes from MAN and can emit up to 2,000 Nm in torque – and gears can be switched even under load. The engine-dependent PTO is available with various gear ratios, making it ideal for municipal use.

The OMSI Flywheel PTO (non-clutch-dependent PTO) has been designed specifically for the MAN D26 engine, to provide the highest torques for each gear ratio up to 3,200 Nm of torque. The PTO, with which it is possible to switch gear under load, is available in combination with the MAN TipMatic®, and you can choose the version that is right for your vehicle from the wide selection of possible gear ratios.

MAN TipMatic® .

MAN TipMatic® features pre-programmed driving settings for different operating situations. For example, the MAN TipMatic® Emergency driving program is characterised by a performance-focused gearshift strategy specially adapted to fire service vehicles on deployment. It is selected by default when the ignition is switched on. The shift points for shifting up and down are at higher speeds. The resulting higher engine speed level optimises response behaviour in the event of spontaneous power input, e.g. when accelerating out of turns. What's more, with MAN TipMatic®, MAN has stepped up yet another gear in terms of efficiency. This is because the vehicle automatically recognises the load and inclination conditions and optimises the gearshift strategy. MAN TipMatic® always automatically selects the optimal gear for moving off, whether it's an empty run or a trip with the maximum load. In addition, the large gear spread and the software function for inclination detection ensure excellent moving-off behaviour.



Operation of the gearbox using the right control stalk is a completely new development. Both driving mode and driving program are selected by means of the stalk switch. Controls located in easy reach near the steering wheel and electric parking brake make for certainty in operation.

WORKING NON-STOP.

Only a truck that runs is a good truck. Unplanned downtime and the associated loss of time and earnings are something we'd all like to do away with for good. The new MAN TGS has got your back there too. Right from day one, it brings the ultimate quality synonymous with MAN to its work. So much so that it's hard to get it to stop. If you need us, however, we're ready and waiting. When you're at a standstill, we will get you back on track as quickly as possible. We will move heaven and earth to keep you mobile. In short, where there's a MAN employee, there's a way.

MAN ServiceCare, for instance, impresses with its forward-looking planning and smart bundling of service appointments. Proactive servicing management is part of MAN DigitalServices and informs the workshop ahead of time if vehicle analyses indicate action is needed. You are then contacted by email and can arrange a service appointment even before downtime occurs. When it comes to financing, too, you can rely on MAN: MAN Financial Services supports your needs and makes sure you stay mobile. You can even cover bottlenecks and react flexibly to higher demand thanks to truck leasing from MAN Rental. We've got it covered, so that your head stays clear for the road in front.





RELIABLE, AGAIN.

This news bears repeating: the TÜV report on utility vehicles has again confirmed that the MAN trucks offer impressively high quality. In particular when it comes to long-term reliability, our fleet of four- and five-year-old trucks occupied top spots. Our previous awards have only served to whet our appetite to do even better. Successfully so, too, as the share of defect-free vehicles in the main inspections rose yet again. Our reliability rests on many

components. The first is our continuously growing LED range for the lighting systems of the vehicle.

Another is our dedication to the little things. For instance, when it comes to the electricity supply of the new MAN Truck Generation we pride ourselves on laying not one wire more than your configuration needs. The wires themselves are now protected by even more flexible and elastic

materials, and the number of joints has been cut. We also reduced the wire thickness overall, which in turn means less weight and more available load capacity. The new modular wiring concept offers additional advantages by allowing customer requests to be easily incorporated and enabling quick repairs thanks to prefab sets. Together, the result is shorter downtimes and a vehicle electrical system with higher performance overall.

THE FASTEST WAY IS THE INFORMATION HIGHWAY.

Regular servicing is the alpha and the omega. Repairs can be completed faster, and optimally configured vehicle technology even enables fuel consumption to be decreased. We'd be glad to take care of the organisation details for you with MAN ServiceCare. To start with, your vehicles' data is transferred online to the MAN servicing data portal in accordance with the digital services you have booked. Using this as a basis, your service point plans all required maintenance, informs you via telephone of upcoming appointments and coordinates implementation together with you. That way, you can concentrate on your core business and we make sure all your vehicles are ready for anything.

When you're on the move, fast and easy communication is the best way to keep your business running. Here our MAN Driver app is your partner. Thanks to its MAN service point search and its control lamp and switch direct identification function via visual symbol recognition

(quick manual), you have a MAN professional in your pocket wherever you go. Before departure, the driver can use the app's checklist to document, sign and save a record of vehicle damage and other defects. The damage noted in the pre-departure check can be viewed on the RIO platform by the fleet manager, downloaded as a PDF and – via MAN ServiceCare – sent directly to the correct MAN service point. If the worst comes to the worst, all information and images can be sent directly to the fleet manager and the MAN Mobile24 mobility service can be activated. Via our mobility service, you can communicate your exact location and track arrival of assistance.

For those who would like even more service, MAN also offers service agreements. Depending on your package, we take on maintenance or even additionally repairs for you – at a fixed price you can count on.





OPEN ROADS AHEAD FOR WHATEVER YOU NEED.

The roads have enough congestion as it is. At MAN, your needs have a fast-lane pass. We keep our availability high so that you always have all your options open. Appointments are scheduled quickly and flexibly, your MAN service partner is available from early until late and via the MAN Mobile24 mobility service, you can reach us round the clock in 28 different countries. Your customers don't wait: which is why we're there for you whatever you need, whenever you need us.

80% of all relevant replacement parts are available at all times in our workshops, and 95% at the latest on the following day. Special parts can be supplied within a week. If it's long waits you're looking for, however, we can't help you there.

NEXT EXIT: MAN

Wherever the road takes you, our solutions are just around the corner. We're available at 1,700 service points worldwide, from early until late. We are always up to date and know what's driving you: with systematic analysis of vehicle data and customer enquiries as our basis we're always striving to develop new future-oriented digital solutions. Continually transmitted vehicle data and intelligent data analyses are the foundation for the ever expanding range of exclusive and customer-tailored digital solutions: solutions that enable you to get the most out of your new MAN truck no matter whether you're the driver, fleet manager or business partner!

In short, your challenges are our challenges and we're always working on modern and tailored answers to your questions even before you've asked them. Personal, competent and according to your priorities.



SERVICE AS YOU LIKE IT – PERSONAL AND DIGITAL

Could your company also benefit from the increasing digitalisation taking place in logistics? We are convinced it can. That's why we would like to give you a brief insight into how you can better master the **most pressing challenges of your industry with smart digital solutions.**

Above all, the high cost and time pressure make the working environment in the logistics industry particularly challenging. Every vehicle in your fleet must be operated as economically as possible. This requires economical driving behaviour as well as effective maintenance management. With a networked truck, an overview of all relevant data directly accessible from your desk and useful digital services, you free up capacity to concentrate fully on your core business. You benefit from:

- **more efficiency,**
- **simplified work processes and**
- **lower costs.**

The best part: it's already a reality.

With MAN DigitalServices, you can begin straightaway.

Here's how to get started in the digital world: The free Essentials basic package comprises key basic elements from many of our services to get you off to an easy start. Once your fleet vehicles have been set up and are visible in our administration area, you can get going with Essentials. You now have access to our fleet monitor and the deployment analysis with many useful functions such as the current vehicle location on a map, driving history covering the last ten days and a deployment analysis at vehicle level.

All other digital services support you in the economical and efficient management of your fleet in the following areas:

- **Vehicle tracking**
- **Maintenance and repair management**
- **Tachograph and time management**
- **Economical driving**
- **Driver assistance**
- **Over-the-air upgrades**

The latest information on MAN DigitalServices can be found on our website: www.digital.man

Some of the features illustrated in this brochure are not part of the production series generally described here.

Both the vehicle's air conditioning system and refrigerator contain fluorinated greenhouse gases (R134a / GWP 1430 with up to 1.15 kg; 1.6445 t CO₂ accordingly).

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